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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

25X1

C-O-N-F-I-D-E-N-T-I-A-L

COUNTRY	USSR (Dnepropetrovsk Oblast)	REPORT	
SUBJECT	1. Petrovsk Metallurgical Plant in Dnepropetrovsk 2. Karl Libknekht Metallurgical Plant in Dnepropetrovsk 3. Auto-Transport Repair Shop No. Two in Dnepropetrovsk	DATE DISTR.	7 April 1959
		NO. PAGES	2
		REFERENCES	25X1
DATE OF INFO.			
PLACE & DATE ACQ.			25X1

SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

The following reports on metallurgical and auto repair plants in Dnepropetrovsk (N 48-27, E 34-59)

25X1

report concerning the Petrovsk Metallurgical Plant in Dnepropetrovsk. It includes a general description and organizational structure of the plant and an overlay map with legend of Dnepropetrovsk.

C-O-N-F-I-D-E-N-T-I-A-L

25X1

STATE	X	ARMY	X	NAVY	X	AIR	15	FBI		AEC						

Note: Washington distribution indicated by "X"; Field distribution by "#".)

INFORMATION REPORT INFORMATION REPORT

25X1

Attachment 2 is a report concerning the Karl Libknekht Metallurgical Plant in Dnepropetrovsk. It includes a general description of the plant and memory sketch of the plant machine shop.

25X1

Attachment 3 is report concerning Auto-transport Repair Shop No. Two in Dnepropetrovsk. It includes a general description and organizational structure of the plant, and sketch of trucks repaired at the plant.

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reports on metallurgical and auto repair plants in Dnepropetrovsk (N 48-27, E 34-59) 25X1

Attachment 1 report concerning the Petrovsk Metallurgical Plant in Dnepropetrovsk. It includes a general description and organizational structure of the plant and an overlay map with legend of Dnepropetrovsk.

C-O-N-F-I-D-E-N-T-I-A-L

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25X1

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IX

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

C-O-N-F-I-D-E-N-T-I-A-L

25X1

COUNTRY	USSR (Dnepropetrovsk Oblast)	REPORT	
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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE. 25X1

[redacted] reports on metallurgical and auto repair plant in Dnepropetrovsk 25X1
(N 48-27, E 34-59)

[redacted] a [redacted] report [redacted] concerning the Petrovsk Metallurgical Plant in Dnepropetrovsk. It includes a general description and organizational structure of the plant and an overlay map with legend of Dnepropetrovsk.

C-O-N-F-I-D-E-N-T-I-A-L

25X1

STATE	X	ARMY	X	NAVY	X	AIR	15	FBI		AEC					

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Attachment 2 is a report concerning the Karl Libknekht Metallurgical Plant in Dnepropetrovsk. It includes a general description of the plant and sketch of the plant machine shop.

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THE PETROVSK METALLURGICAL PLANT IN DNEPROPETROVSK

Identification and Location

1. The Petrovsk Metallurgical Plant (Zavod Petrovskogo), located on Mira ulitsa in the city of Dnepropetrovsk (N 48-28, E 35-00), Dnepropetrovskaya oblast, was subordinate to the Ministry of Ferrous Metallurgy. During the period covered by the report it was called the Zavod Petrovskogo but, prior to the Russian Revolution, had been known by other names, the Brianski, for example. It had no numerical designation. It occupied an area about five or six kilometers long and three or four kilometers wide near a bridge (see point 1 on sketch 2) which spanned the Dnepr River. It was surrounded by a three-meter-high wall, with the main entrance gate in the middle of Mira ulitsa; there were, moreover, about ten other gates used by plant personnel plus gates for the steam railroad line which connected with the Dnepropetrovsk railroad station. The plant consisted of 11 main buildings, four old small structures, a power plant, eight blast furnaces, and freight loading platforms, all of which are described in the legend for sketch No. 1 (see pages 3 & 4).

The plant produced rails, 25X1 angle irons, sheet iron (for roofing purposes and for unidentified naval constructions), wire, fire bricks and other masonry materials, and steel ingots (stamped with the plant's trademark - D.M.Z.) for export 25X1

Operational information, organization, working conditions, etc.

2. The plant employed some 25,000 workers on a three-shift, eight-hour schedule; the employees had one day off each week and were given 30 days vacation after one year of service and 33 days a year thereafter. The last director at the plant 25X1 was Korobov (fnu) who was a Soviet army general. The overall organizational structure is shown on 25X1 sketch No. 3. In the section there were 27 25X1 brigades, each composed of 30 to 35 men, who were directly sub-

ordinate to the section chief. The work was alternately controlled by the shift chief and the brigade chiefs. It had been rumored that master mechanics would be replaced by electronic specialists, but no action had been taken prior to October 1956.

Transportation

3. Raw material, such as crude iron, oil, gas, and charcoal, was shipped to the plant in ordinary 60 to 100 ton railroad freight cars; within the plant itself, ten trucks were utilized for transportation.

Plant Security

4. Armed guards, attired in work clothes were assigned as follows: five, armed with pistols, were stationed at the main entrance on Mira ulitsa and one or two, also armed with pistols, at each of the other gates. Thirty or 40 men, armed with 32-round submachine guns, were posted around the plant. The plant firemen were also armed with pistols. It was not possible to enter any part of the plant without a pass issued by the personnel office. 25X1

Legend for Sketch No. 1 - The Layout of Petrovsk Metallurgical Plant

1. Coke-burning, mechanically-operated blast furnaces which were used to smelt crude iron. Each had a perimeter of some 500 meters and a capacity of 1,500 cubic meters.
2. A brick building on a metal framework (like others in the plant), in which ingot iron was transformed into rails and angle irons.
3. In this building were Martin furnaces in which crude iron was smelted and then passed on to No. 4 below.
4. The "Bessemer" building, where steel ingots, a half meter long and weighing about 30 to 40 kilograms each were produced.

[redacted] these ingots were so hard that the best drills were "burned out" when the ingots were tested. (As stated in paragraph 1 above, the ingots were exported to Sweden, Finland, and Italy.) 25X1

5. Sheet iron was rolled out in this building. The sheet iron was used for unidentified naval constructions and for roofing purposes.

6. [redacted] wire was made in this building. 25X1

7. Warehouse for storage of material

8. Machine shop. [redacted] it contained lathes, milling machines, planers, and die stampers but did not know their size, shape or other characteristics. 25X1

9. Power plant, about 800 meters long and 600 meters wide. It not only supplied the plant but, during periods of restriction, the entire city of Dnepropetrovsk. The power plant was a restricted area.

10. In this section were repaired the tank-containers used for molten metal and residue from the furnaces.

11. Section where firebricks, clay and other masonry materials were manufactured.

12. Section where the plant's locomotives and railroad cars were repaired.

13. "The gas and air section" which, [redacted] was a restricted area. 25X1

14. Platform where freight was loaded and unloaded. A 50 MT mobile capacity/crane was stationed here.

15. Three 100-meter high brick smokestacks with 20-meter perimeters for the blast furnaces; the latter were connected by an underground passageway.

16. Sites of the laundry, warehouse, oxygen plant, and shoe shop; each of these buildings was 100 by 100 meters in size.

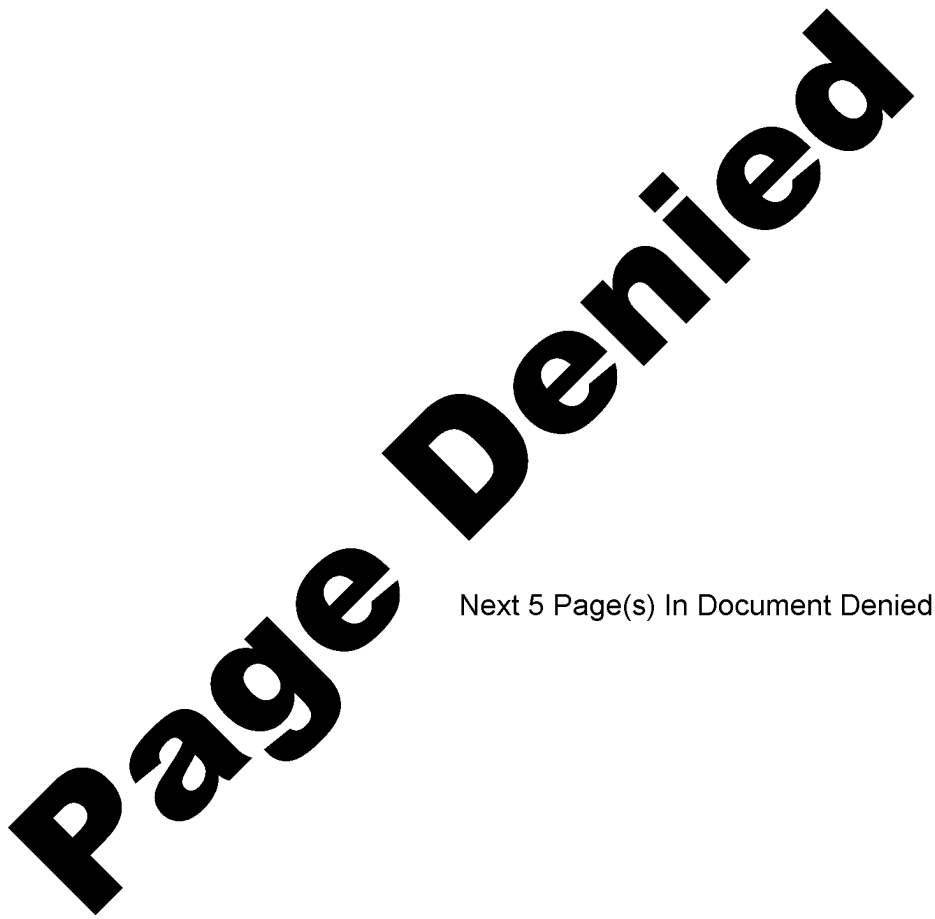
Legend for Sketch No. 2 - Map of Dnepropetrovsk

25X1

1. Three-level metal bridge, about 2,000 to 3,000 meters long, over the Dnepr River. It was opened in 1954. The uppermost level was used for pedestrian and all kinds of vehicular traffic. Both the first and second levels were closed to pedestrian traffic and were controlled by the MVD; the second level was used for railroad traffic
2. Plant where railroad cars were repaired; it employed some 2,000 workers.
3. Petrovsk Metallurgical Plant
4. 25X1 it was going to be a power plant, or a plant or center for atomic experiments.
5. Civilian hospital
6. Petrovsk /Metallurgical/ Plant park
7. Railroad station
8. Building for the Party Committee
9. Jail
10. Location of following: Institutes of Medicine, Mining, and Metallurgy; technical school for mining experts; buildings housing DOSARM, DOSFLOT, and DOSAV organizations.

Note: One unnumbered rectangular block at bottom of map not identified. 25X1

1



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Auto-transport Repair Shop No. 2 in Dnepropetrovsk

General

1. The Auto-transport Repair Shop No. 2 (Avto-transportnaya kontora No. 2) known as A.T.K. No. 2, was situated on ulitsa Kolonna on the left bank of the Dnepr River in the Nizhne-Dneprovsk district of the city of Dnepropetrovsk (N 48-28, E 35-00). This shop, which was devoted to vehicle repair work, was subordinate to a Ministry of Chemical and Metallurgical Construction in Kiev (N 50-27, E 30-32). A.T.K. No. 1 was also located in Dnepropetrovsk on Kalyayevskaya ulitsa with a garage and offices adjoining, but it was planned to join the installations in another location at a future date. A.T.K. No. 3 was located in Zaporozhye (N 47-49, E 35-10) where the Dneproges hydroelectric station was located. The locations of the other shops, motor pools, and planning departments were unremembered or unknown.

Description of Installation

2. The Auto-transport Repair Shop No. 2 consisted of shops occupying an area of some 100 x 150 meters facing ulitsa Kolonna and bounded on three sides by other buildings or by a 2.5 meter wall. There was a vehicle entrance and a personnel entrance and a railroad line crossed the center of the installation. The margin numbers in parenthesis below refer to [redacted] sketch of the general layout of the installation on page : 25X1

(1) Service Yard. This was a 30 x 50 meter area where the automatic gasoline and oil pumps for servicing the vehicles which were in the shop to be repaired. There was a 50-ton capacity underground reserve tank for gasoline and a ten-ton capacity tank for oil. The pumps were protected from the weather by a small cover. The service area was separated from the central yard by a small brick wall with wooden gates.

(2) Electrical shop. This was a 16 x 30 meter, covered building dedicated to electrical repairs and the storage of electrical

25X1

parts such as cables, fuses, magnetos, coils, ammeters, voltmeters, and batteries. There were ten workers in this shop.

(3) Shower room.

(4) Welding shop. Six workers did electric and acetylene welding in this shop.

(5) Repair shop. The repair shop was a one-story, brick building, 12 meters high which measured 72 x 75 meters with a metal and fire-resistant glass roof. The shop was equipped with 10 to 12 grease pits with their corresponding car lifts for working underneath the trucks; air compressors for filling tires, cleaning, painting, and grease guns; running water; and drains. About 50 workers were employed here.

(6) Tool storage. A section of the repair shop was used for tool storage.

(7) Truck body yard. Between the repair shop and the outer wall was a yard equipped with a chain-type, hand crane mounted on a metal frame which was used for dismounting truck bodies. The truck bodies were stored here while the motor and chassis were being repaired.

(8) Spare parts stores. Tires and spare parts for the repair work were stored here.

(9) Machine shop. This shop, which measured approximately 50 x 30 meters employed 30 workers and was equipped with 3 Soviet-make lathes, 2 drilling machines, a small milling machine, finishing table, and a small forge.

(10) Engineers and masters offices. This building had tables and chairs and a small library of books pertaining to the automotive industry.

(11) Parking and testing lot.

(12) Entrance and personnel office.

(13) Lumber stores. Wood for use in the repair of truck bodies was stored in a section of the service yard.

(14) Grease pits.

25X1

25X1

Production

3. The function of the A.T.K. No. 2 was the repair of trucks belonging to the Auto-transport organization. There were about 300 of these trucks. About a third were ZIL 150, 2.5-ton dump trucks manufactured by the Kutaisi plant in the Caucasus. Another third were GAS 153 5-ton wooden body trucks of modern construction of the type used by the army and GAS 51 2.5-ton dump trucks manufactured by the GAS plant in Gorkiy and another third were KAZ 150 , 5-ton trucks and a bus manufactured by the Auto-plant in Dnepropetrovsk until it was converted into a military plant in 1951. A sketch of the latter three models appears on pages ___, ___, and ___. Spare parts for repairs were not manufactured in the shops, but supplied by other plants. No military cars or trucks were seen or repaired here.

Production Figures

4. The planned repair load was 5 percent of the total number of trucks and quotas were easily met. About 15 vehicles, or five from each group, entered the shop each day for repairs while about the same number left repaired. Once a year a general repair was done on all the material still awaiting repairs. No plans were known for an increase of production, although it was anticipated that the shops would eventually be installed in another building under better conditions. Often, repairs were not completed within the set time limit due to a lack of parts or tools. Complaints came from the truck drivers whose pay was reduced if the truck stayed overlong in the repair shop. These complaints were made to the shop foreman whom they considered responsible and were usually handled by the foreman or engineer to prevent them from getting to the director and leading to serious trouble.

Utilities

5. Water was supplied by the city through underground pipes. The shops operated on electricity using 220 volts for the machinery and 125 for lighting. Since there was no transformer on the premises, the electricity must have been supplied by other plants and presumably was generated by the Dneproges hydro-electric plant.

in 1956, construction of a large dam on

25X1

Dnepr River between Dnepropetrovsk and Dneprodzerzhinsk was in progress. The dam was not high but utilized the entire width of the river to 25X1 generate electricity as well as to irrigate the fields nearby. [redacted] this dam would be in operation by now. 25X1

Railroad transportation

6. A railroad line from Dnepropetrovsk crossed through the center of the shop area without any sidings and led on to the Karl Libknekht metallurgical plant and other shops in the vicinity, among them a small metallurgical plant which manufactured nails, screws and fittings. This standard Soviet-gauge branch line connected with the main Kharkov line beyond the Libknekht plant. The only traffic that passed over this line was an occasional one or two cars bringing coal for heating. More recently it had been closed for repairs.

Road Transportation

7. The shop faced ulitsa Kolonna, a 15-meter wide street with good drainage except for a pothole in front of the shop which collected water when it rained. The street was adequate for year round traffic. This side of the city was joined to the other side across the Dnepr River by a highway and railroad bridge.

River transportation

8. The repair shop had no dock or river transportation facilities but there were city docks on the Dnepr River in the Nizhne area.

Security

8. Other than the guard at the entrance gate who knew all the workers and did not demand the pass, there was no special security personnel or other precautions. The repair shop was believed to employ four guards who each worked on one of the three shifts, the guard who had taken the night shift being free. Since each shop chief was responsible for seeing that his men were on the job, there was no necessity for a checking system at the gate. No part of the installation was restricted. There were no firemen or air raid precautions. Fire prevention methods

were the usual, foam extinguishers, water hydrants, and sand buckets in the repair shop and the machine shop. In case of necessity the shops were served by the city fire department and that of the Libne[illegible] 25X1 plant.

Working Conditions

9. The repair shops worked two eight-hour shifts except for Saturday when the shifts were six hours. Night were worked occasionally, the shift being the same duration as the day shift. Hygiene and sanitary conditions were inadequate due to the fact that the buildings had not been constructed expressly for repair shops. 25X1

Organization and Personnel

10. The organization to which the A.T.K. No. 2 pertained is explained on a chart on page ___. There were some 100 workers in the repair shops Almost all 25X1 were specialists the following administrative personnel: The 25X1 director was a 40 year old Russian named Maksimov, 25X1 Volkov was the chief automotive engineer, 25X1 Larionov, the shop engineer,

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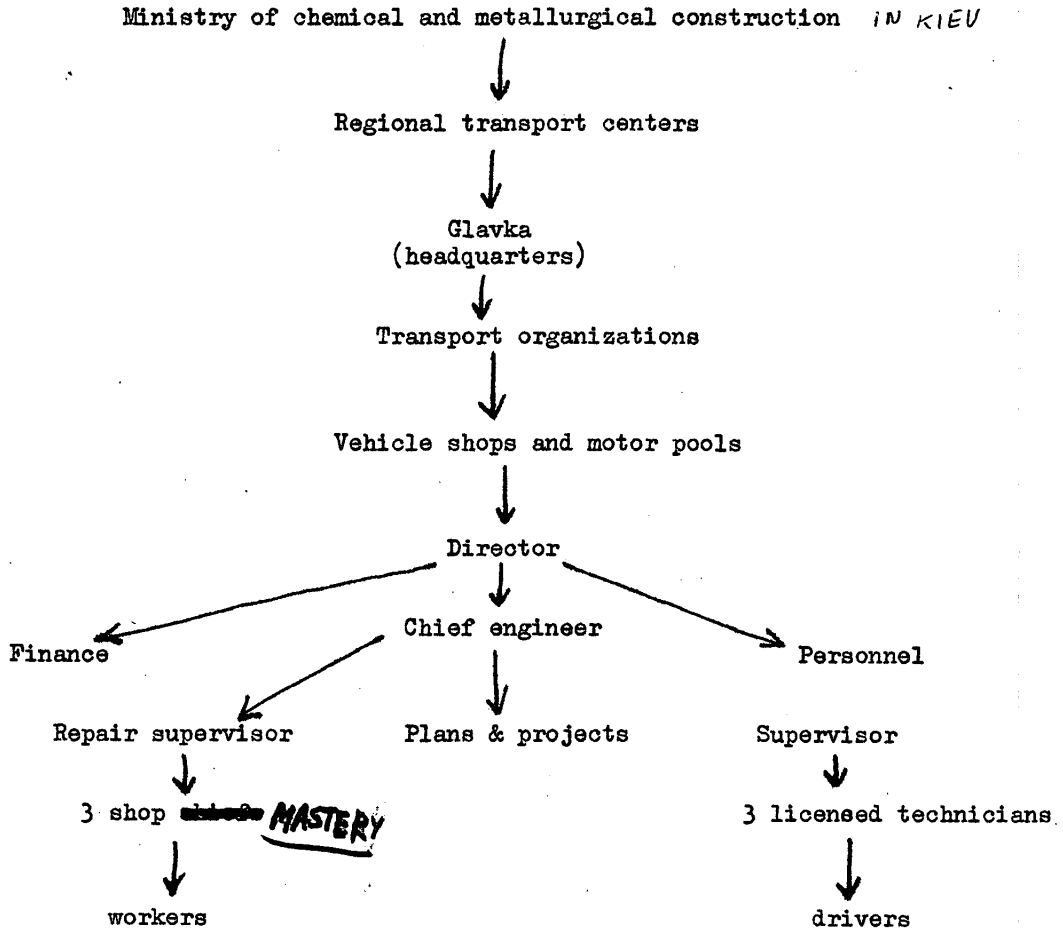
Organization of the A.T.K. No. 2



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Sketch of trucks of A.T.K. no 2

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KAZ 150, 5 ton truck

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Bus manufactured by the Auto-plant in Dnepropetrovsk until 1951 when the plant was converted to military work.

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GAZ 52, 2.5 ton dump truck

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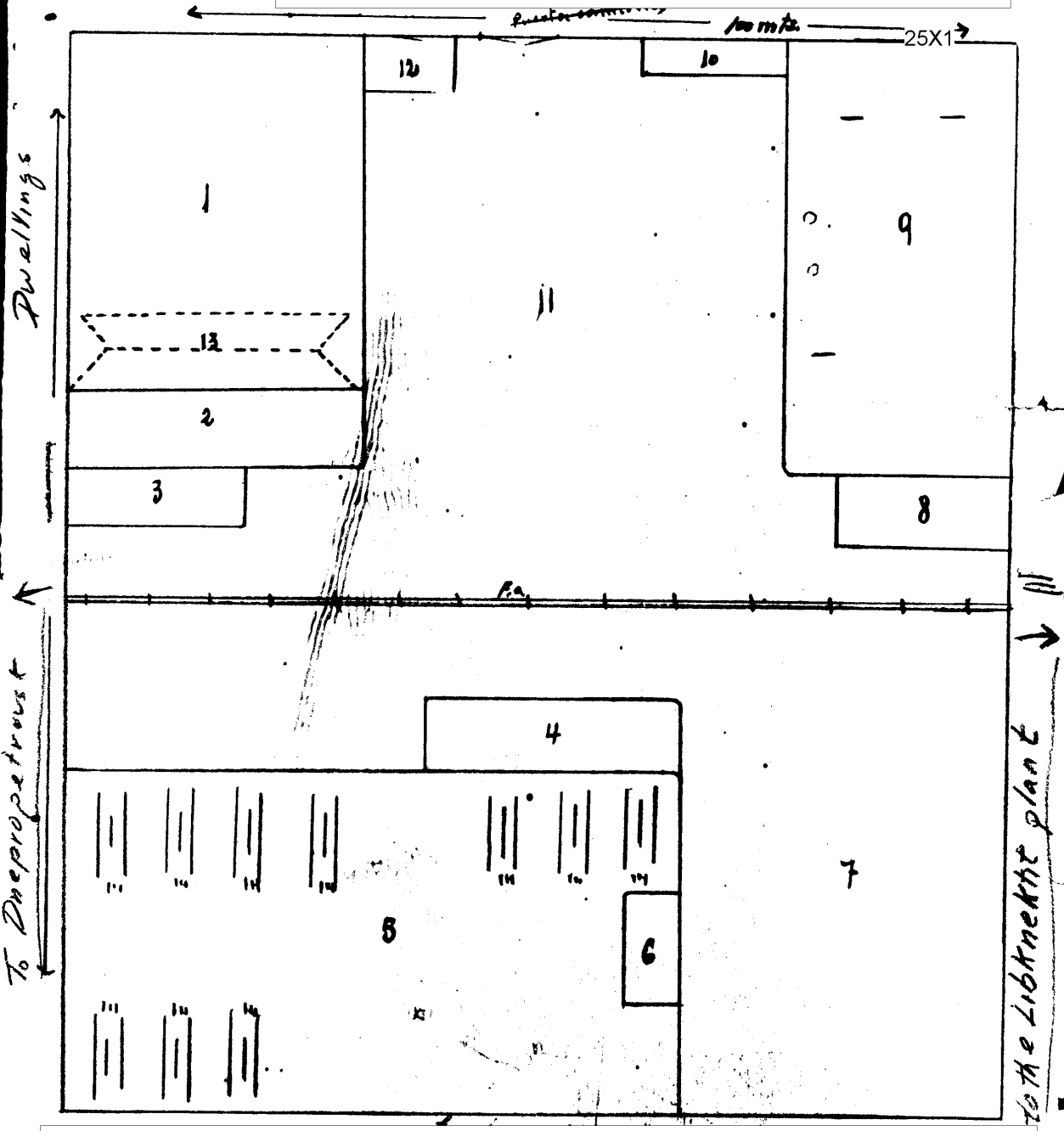
Sketch of the M.I.
in Dnepropetrovs



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Sketch of the A.I.R. no. 2
in Dnepropetrovsk

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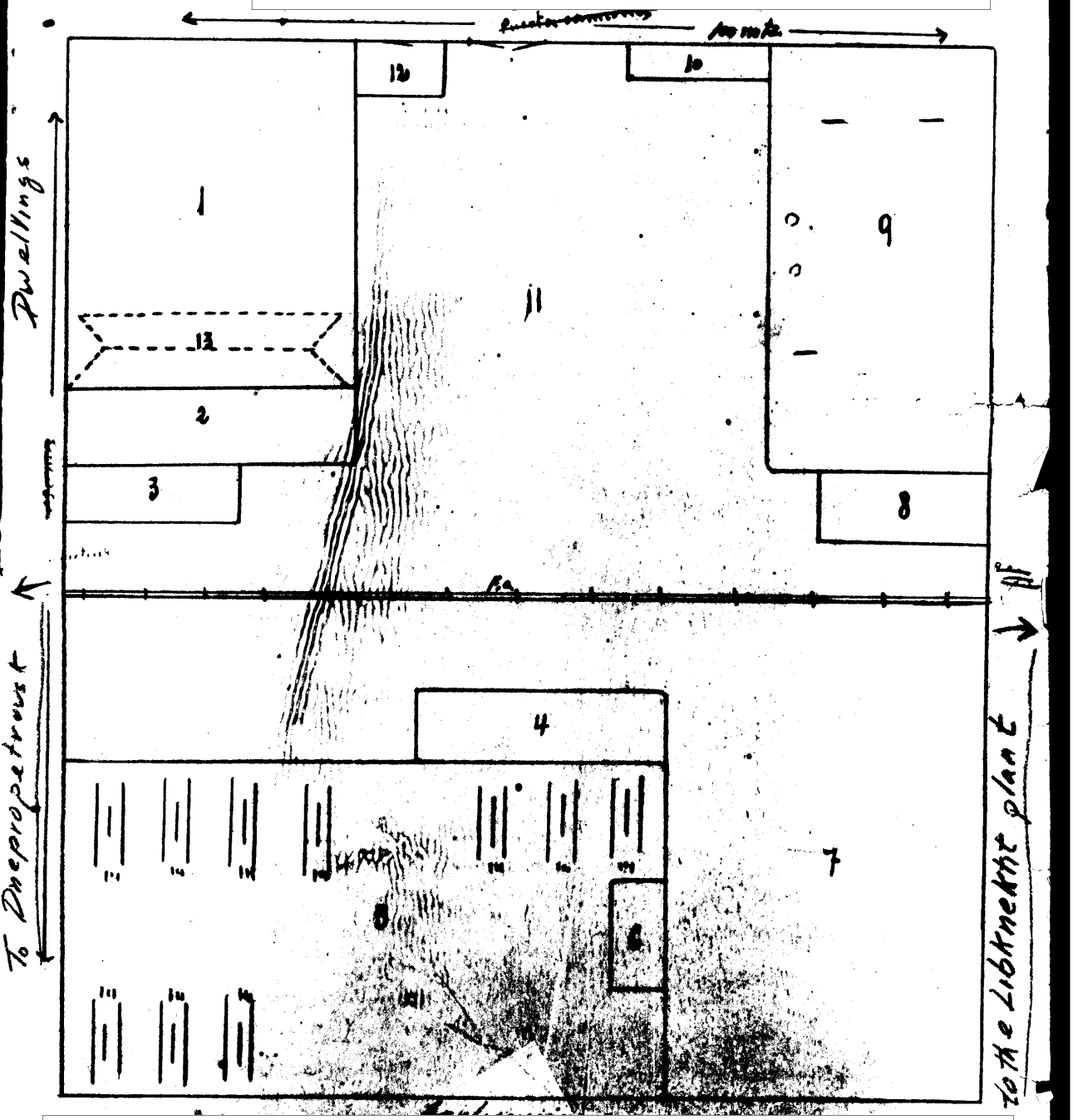

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THE KARLA LIBKNEKHTA METALLURGICAL PLANT IN DNEPROPETROVSK

Location and General Description

1. The Karla Libknekhta Metallurgical Plant, which was subordinate to the Ministry of Metallurgy, was located some 300 meters from Dosainaya ulitsa and the same distance from the main railroad station in Dnepropetrovsk (N 48-28, E 35-00). It produced gas pipes, about 30 meters long, .25 meters in diameter, and 10 mm. in thickness, and wheels without axles for railroad cars; the wheels, source believed, bore the mark "MZKL". 25X1

The plant's installations included a foundry equipped with Martin furnaces, a pipe-drawing shop, a shop where railroad car wheels were made, and a machine shop. (See paragraph 4 below for description of machine shop and also sketch showing layout of machine shop.) In the proximity of the plant's foundry were five 30-meter high smokestacks, one of iron and four of brick.

Electric Power and Water Supply

2. Since no power lines were visible in the area, assumed that the power lines were underground; 220-volt current was used. There was no shortage of power, and an occasional power failure was quickly repaired and normal service resumed. The nearest dam was that of Dneprogresk (sic) [probably Dneproges, the Dnepr hydroelectric station] about 200 kilometers (?) south of Dnepropetrovsk. 25X1 25X1

Transportation Facilities

3. Scrap iron (origin unknown) and most of the other incoming and outgoing material was transported by rail various branch lines connected the foundry, the pipe-drawing shop, and the shop where car wheels were made. Highway transportation was limited to small shipments which were conveyed by three-ton ZIL trucks along the two asphalt-surfaced streets which connected the plant with Dosainaya ulitsa. 25X1

Operational Information

25X1

4. [redacted] The machine shop was a rectangular, one-story brick and concrete structure measuring approximately 45 x 20 x 9 meters, roofed with tar-surfaced reinforced concrete. It had no basement. The machinery included Soviet and German-made lathes, and milling machines and planers of unknown make and number. The shop, which produced gears and spare machine parts, operated on a three-shift, 46-hour week schedule and employed about 250 workers -- 100 on the first shift and 75 each on the second and third shifts. The employees worked six hours on Saturdays. Workers were generally granted leave on request provided it did not interfere with shop operations. Employees with less than three years service received 12 days annual leave plus holidays, and employees with more than three years service were given 15 days plus holidays. Persons with unhealthy jobs were given one month's vacation. Health conditions on the whole were good: two ambulances provided ambulance service to a polyclinic located outside the plant and each shop was supplied with an emergency first aid kit; moreover, health personnel inspected the meals served in the plant dining room daily. The following monthly salary scale was in effect in the machine shop:

A master [machinist]	- about 1,800 rubles (this varied according to fulfillment of the plan)
Assistant chief	- 1,500 (this depended on the quality of work)
Seventh category fitter	- 1,200 rubles
Sixth category fitter	- 1,000 rubles
Fifth category fitter	- 800 rubles
Fourth category fitter	- 600 rubles

Security

5. Guards, employees of the plant, armed with rifles were posted at all entrance gates and inside the plant. No one was admitted to the plant without an identification card bearing a photograph. Employees were not forbidden to go to other parts of the plant but permission

to leave their own places of work had to be obtained from the shop chief who would agree only for very good reasons. Each 25X1 shop was equipped with hoses and fire extinguishers

Miscellaneous Information

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6. No prisoners or foreigners worked in the plant. no efforts were made to increase production during the reporting period or prior to that time; there was no difficulty in obtaining a good average either in quality or quantity of production, and figures were not falsified to cover deficiencies. There had been no strikes in the plant

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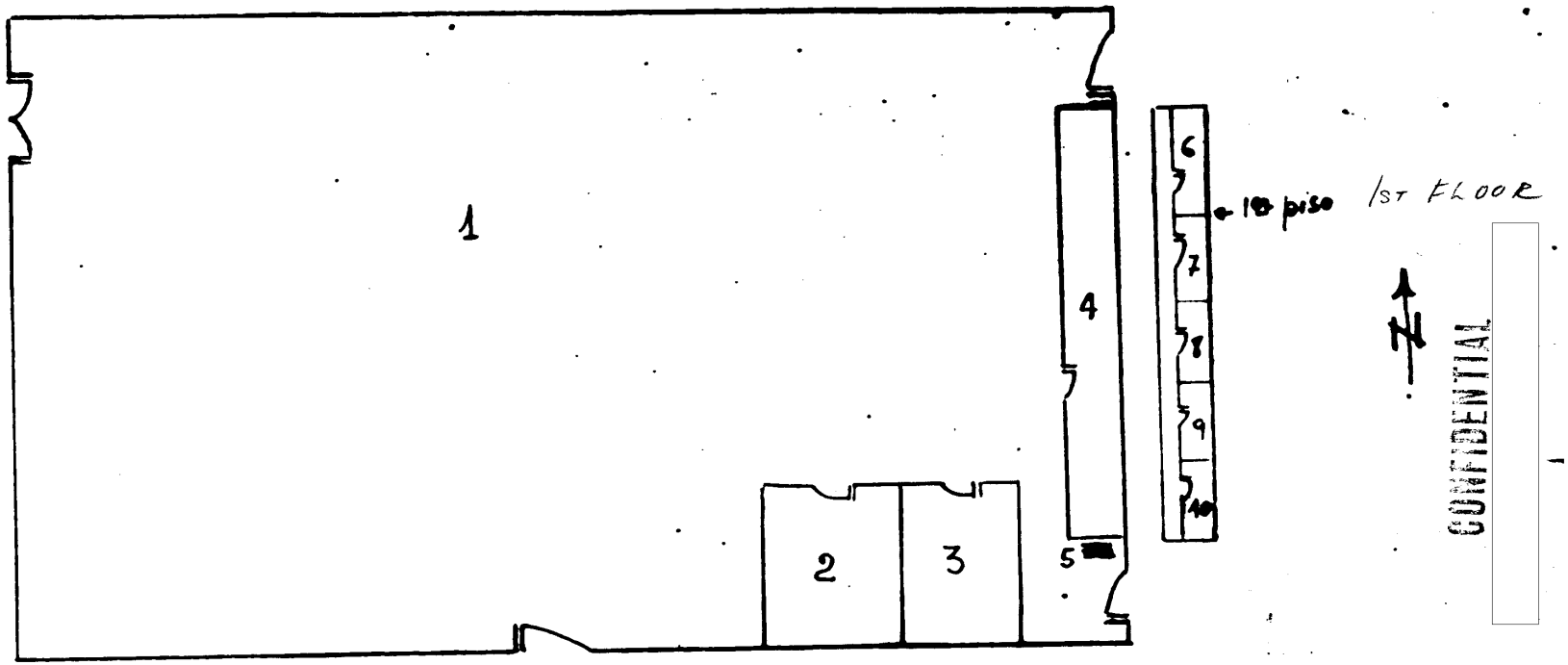
SKETCH OF MACHINE SHOP



1.- Sección de tornos. LATHE SECTION
2.- Sección de plantillas e instrumental. TOOL MAINTENANCE SECTION OR MACHINE FITTING SECTION
3.- Almacén de herramientas. TOOL SHED
4.- Vestuarios CLOAKROOMS
5.- Escaleras STAIRCASE
6.- Rincón rojo. Red CORNER
7.- Oficina de contabilidad ACCOUNTING OFFICE
8.- Oficina del jefe de taller OFFICE OF THE SHOP CHIEF
9.- Oficina de planificación PLANS OFFICE
10.- Oficina de normas NORMS OFFICE

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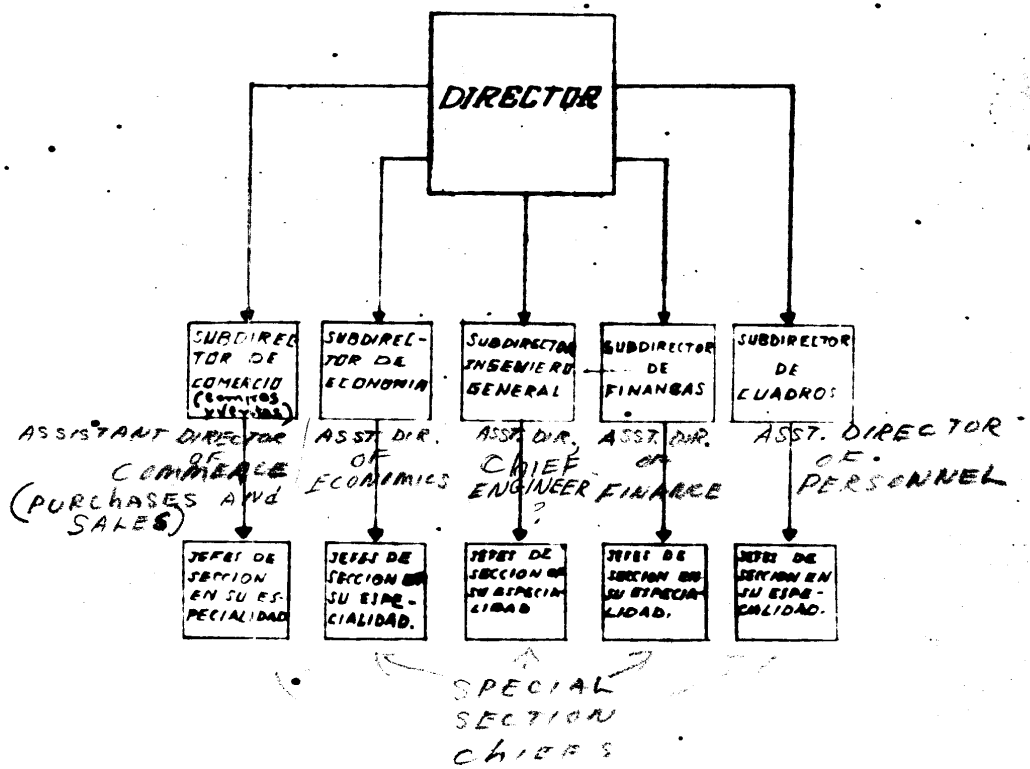
Sketch No. 5.

FACTORY "PETROVKI"

ORGANIZATION OF THE PETROVSK PLANT



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Petrochemical Metallurgical Plant. Approximate scale: 1:2,000

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Sketch No. 1. Attachment 1

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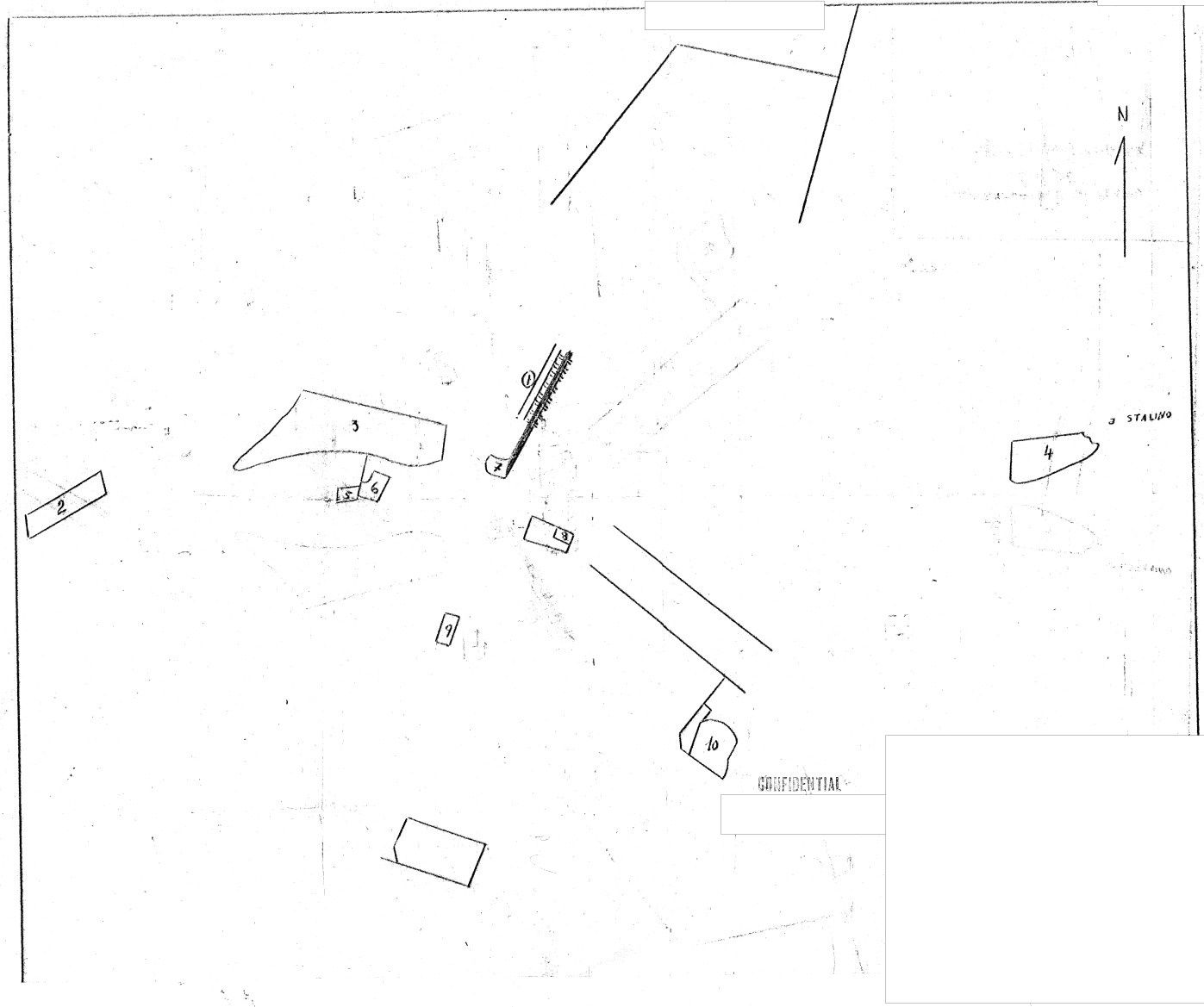

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